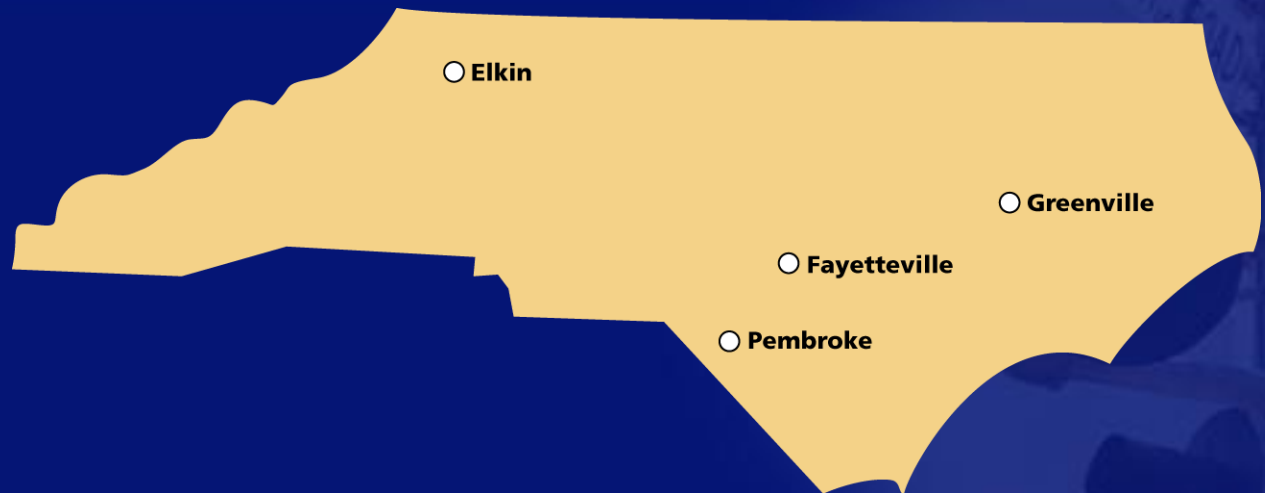




# Streamlining Rail Operations



NCDOT Rail Division  
February 10, 2012



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# Railroad Issues

- Locomotive Horns & Noise
- Faster Trains & More Trains over At-Grade Crossings
- Blocked Crossings
- Railroads Have Less Flexibility With Side Tracks and Yards

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# NCDOT's Approach

- Crossing Consolidation & Improvement
- Study Train and Highway Operations
- Improve Efficiency of Train Switching & Increase Velocity
- Minor Rail Line and Switching Relocations/Signal Improvements

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# Rail Relocation Benefits

- Safety
  - Less train blockages improves crossing and public safety.
  - Hazardous materials stay on the move.
- Freight Operations
  - More efficient freight switching (faster, less moves).
  - Better freight service options may result in more economic development in area.



Photo by Rick Tufts





# Rail Relocation Benefits

- Unit Train Movements
  - Allows longer military and other unit trains to be moved faster.
- Environment
  - Decreases congestion and idling of trains and vehicles.
- Public Cost
  - Railroad solution less costly than highway solution



Photo by Don Stewart

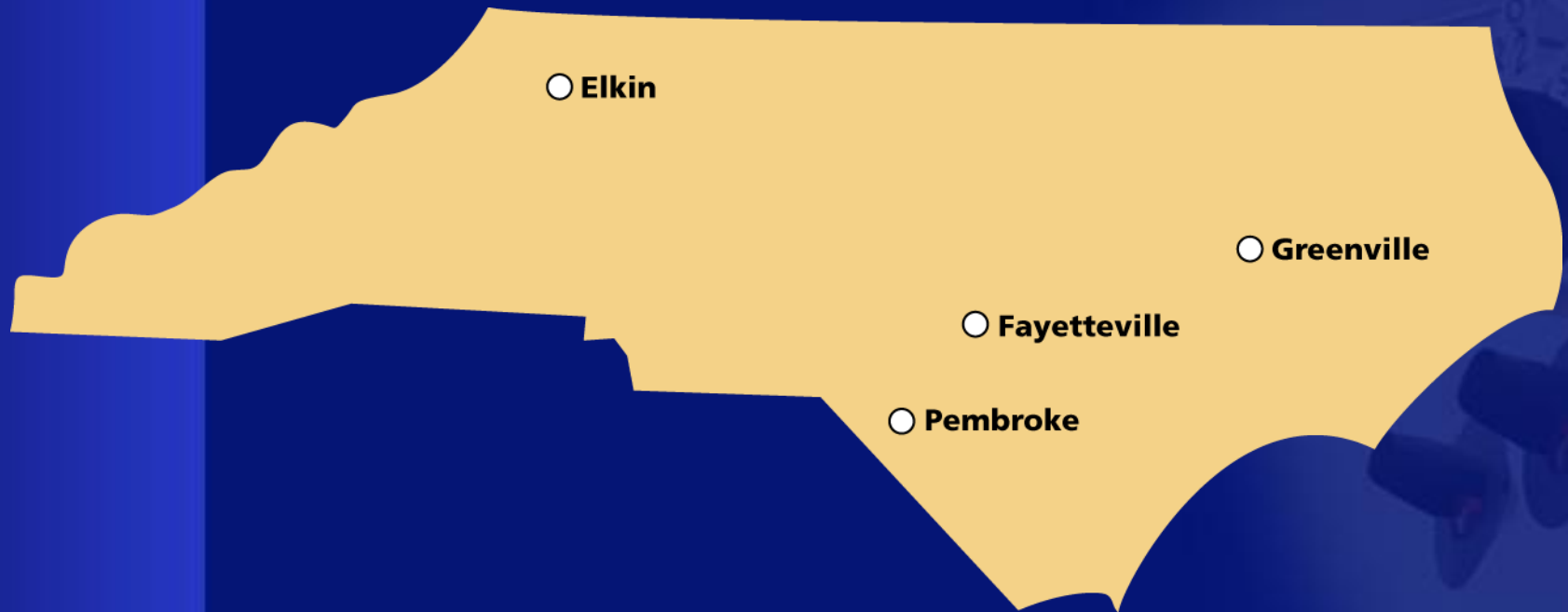
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# Rail Relocation Projects in North Carolina



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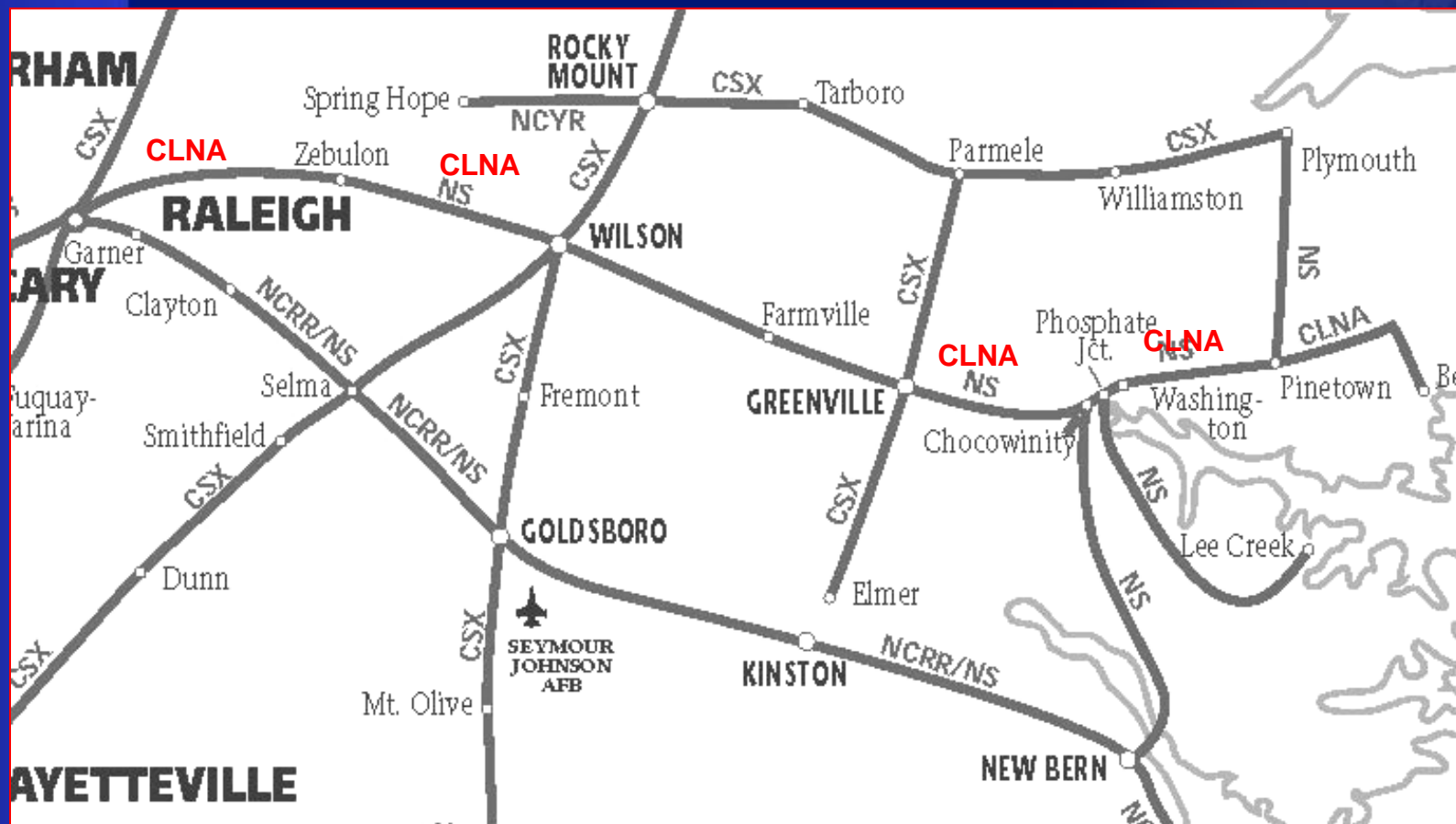




# Greenville

- Carolina Coastal Railway & NS Operations
- CSX Operations
- Investigation/negotiation of new wye connection in Greenville
- Investigation of relocating CSXT Switching Yard in Greenville/repair track & office building
- Review improvements on CLNA in

# CLNA Leased NS Line Pinetown to Raleigh

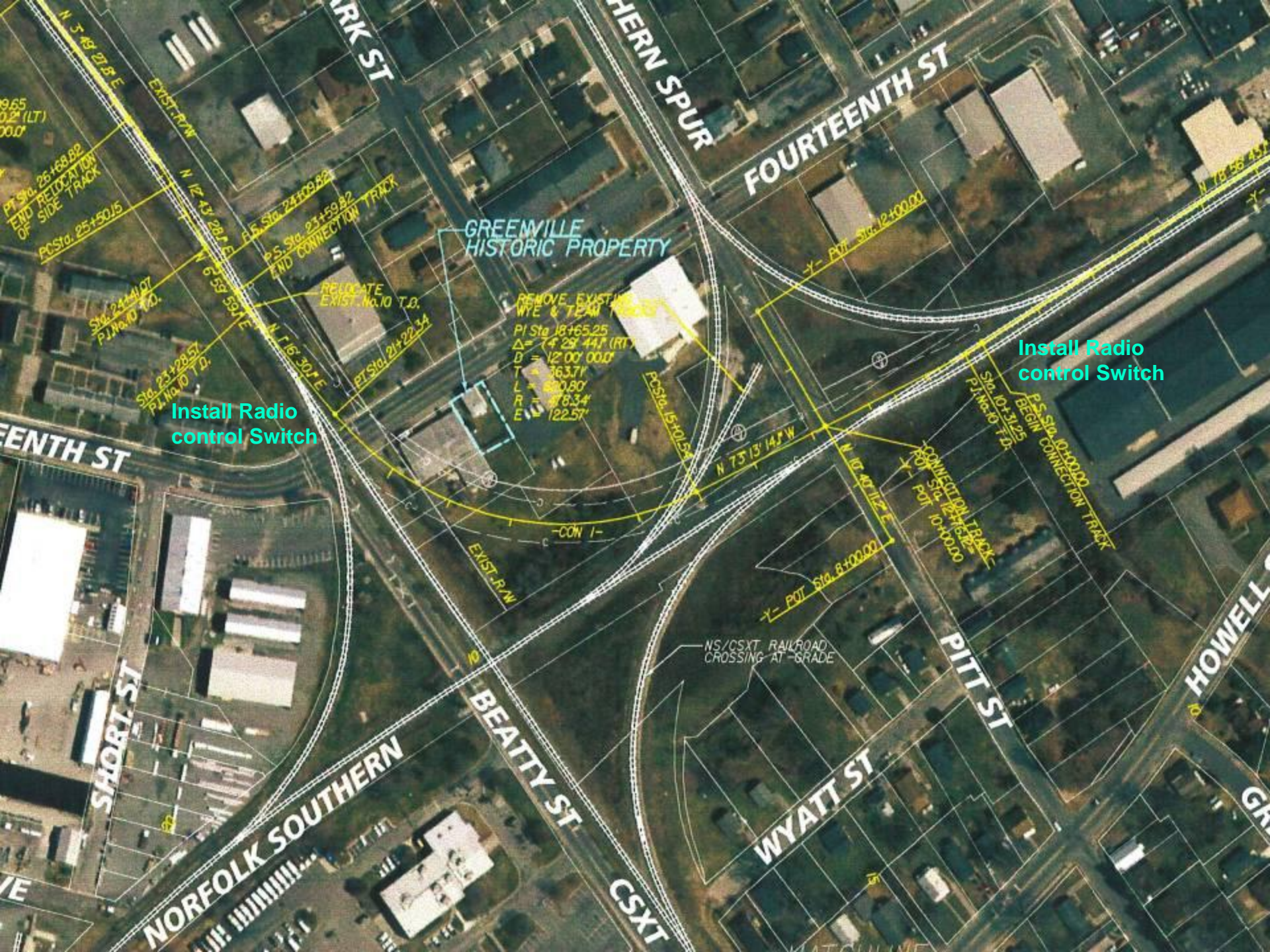


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GREENVILLE  
HISTORIC PROPERTY

REMOVE EXISTING  
WYE & TEAM TRACKS  
PI Sta 18+65.25  
 $\Delta = 74^{\circ} 28' 44''$  (RT)  
 $D = 12' 00' 00''$   
 $T = 363.71'$   
 $L = 620.80'$   
 $R = 876.34'$   
 $E = 122.51'$

Install Radio  
control Switch

Install Radio  
control Switch

NS/CSXT RAILROAD  
CROSSING AT-GRADE





# Existing CSX Yard & Arlington Blvd



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# Proposed CSX Yard & Arlington Blvd



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# New CSX Yard Location



Potential site for 3<sup>rd</sup> track and CSX Building

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# Project Cost Estimate

CSX Connection track	\$ 2,735,000
CSX Yard Tracks	\$ 4,660,000
CLNA Cross Tie Project	\$ 630,000
Modify Old Yard Tracks	\$ 156,500
<b>Totals</b>	<b>\$ 8,181,500</b>



# Greenville Connector Project

Budget Estimate

\$2,750,000

Final Cost

\$1,760,000

NCDOT 75%

CSX 25%

City of Greenville In-kind and ROW

Completed 2010

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# CSX Yard Relocation Project

CSX	(25%)	\$1,701,000
FRA	(14%)	\$967,375
NCDOT	(61%)	\$4,135,625
Totals	(100%)	\$6,804,000

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# CSX Yard Relocation Project

EA/FONST Complete  
FRA Cooperative Agreement Signed  
Permitting in Progress  
Construction Spring 2012

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# Fayetteville

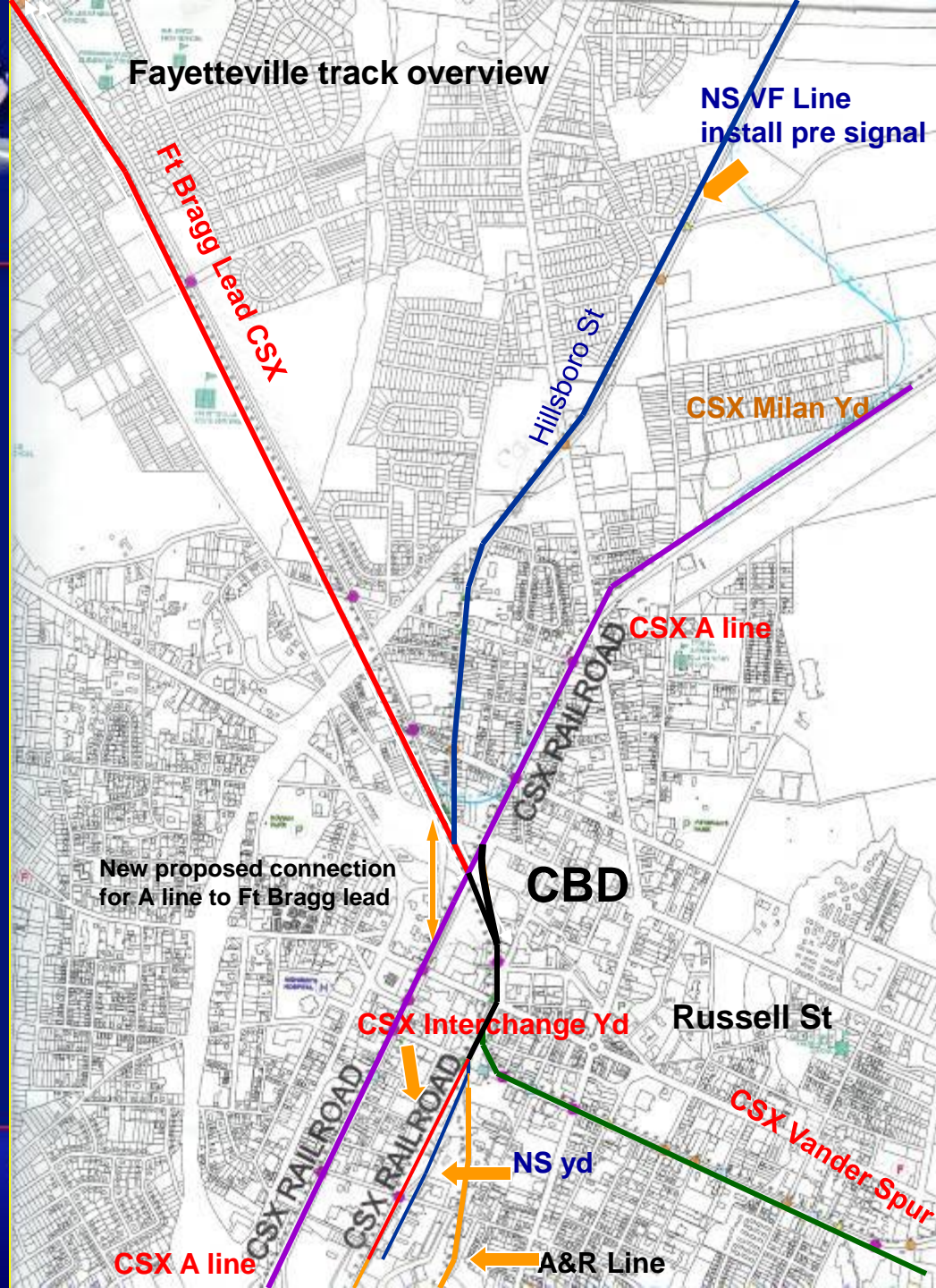
- \$9,460,000 Federal Earmark (amount includes 20% Local Match).
- CSX Operations
- Norfolk Southern/ECBU Operations
- Aberdeen & Rockfish Operations
- All Interchange Operations
- Cost Benefit Ratios
- Reviewed All Scenarios

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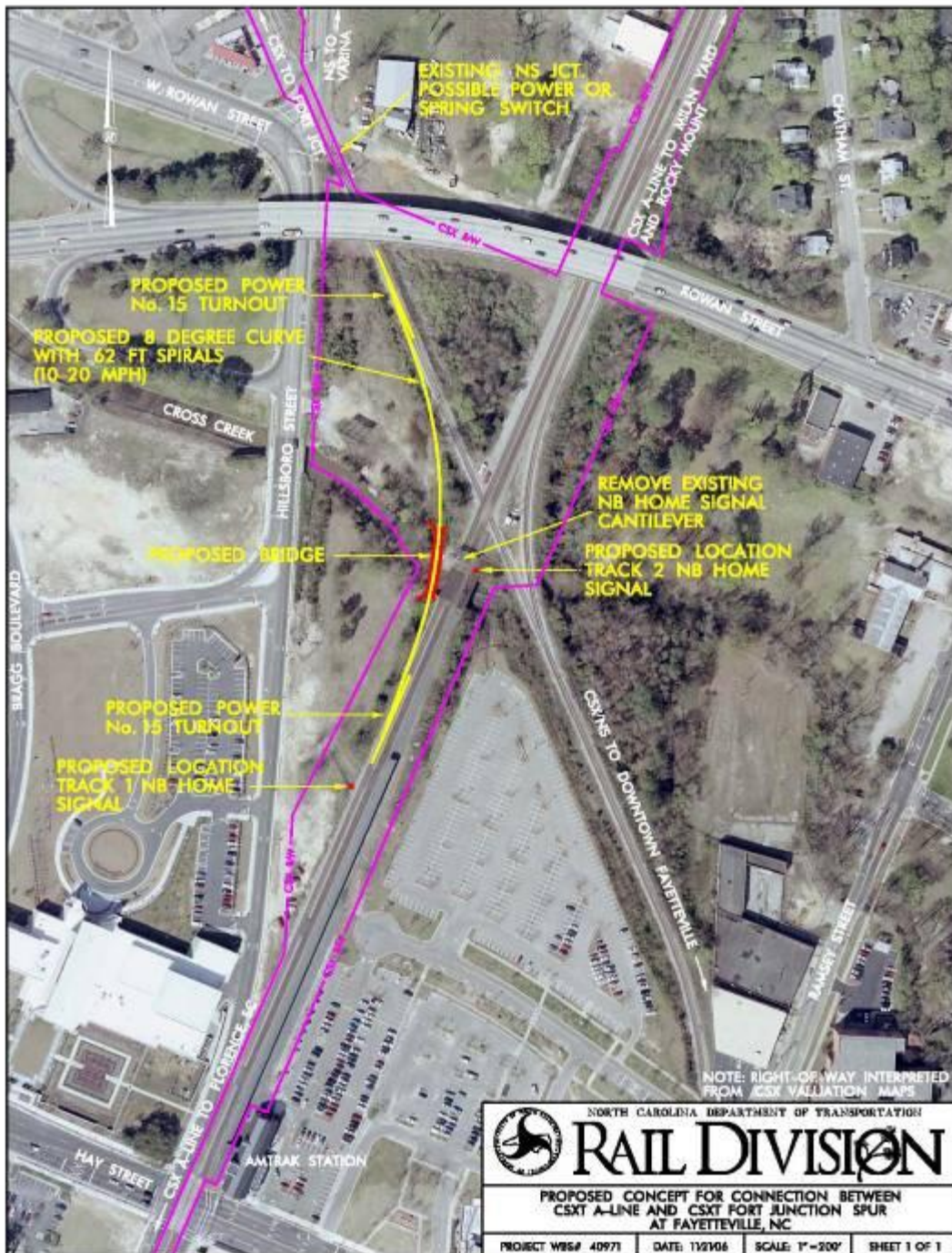
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# Fayetteville track overview







## CSX-Ft. Bragg Connector:

- Turnouts
- Track work
- Grading/drainage
- Signal cost
- Bridge
- 66 Months to complete

**\$5,825,000**

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# A&R-Old Yard Connector

- Connection track
- Track work
- Grading/drainage
- Bridge decking
- 24 month completion time

**\$330,000**



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# Recommendations/Priority

- A & R / Old Yard Connection      \$ 330,000
- New Fort Bragg Connection      \$5,825,000
- Upgrade CSX/NS Yards      \$ 450,000

**TOTAL RECOMMENDED PROJECT \$6,605,000**

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# Fayetteville Next Steps

- Project Agreement With City Complete
- Project Agreement With A&R Complete
- CSX to Provide Preliminary Engineering  
Agt. – Need by March 2010
- NCDOT to Issue NTP for Ft. Bragg  
Connector Design – March 2010

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# Fayetteville Next Steps

- CSX To Provide Final Project Agreement for Williams Street Yard Connection
- City of Fayetteville Will Request CSX Contribution
- Ft Bragg Connector Construction Begins Fall 2011
- Project Complete Fall 2012
- *All is subject to availability of funding, CSX agreements, etc.*

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# Elkin



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# Elkin

- Yadkin Valley Railroad Shortline Operation
- US-21 Business bridge closure forced alternate route at-grade over YVRR.
- Investigation/negotiation of new siding out of the downtown area and relocating all YVRR switching.
- State-funded local project.

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S. Bridge St. looking East 721866C MP 80.60



Standard St. Looking East (Main & yard track) 721865V MP 80.40





View looking East toward YVRR yard tracks







**New YVRR yard location**

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YVRR proposed area for two yard tracks on South side







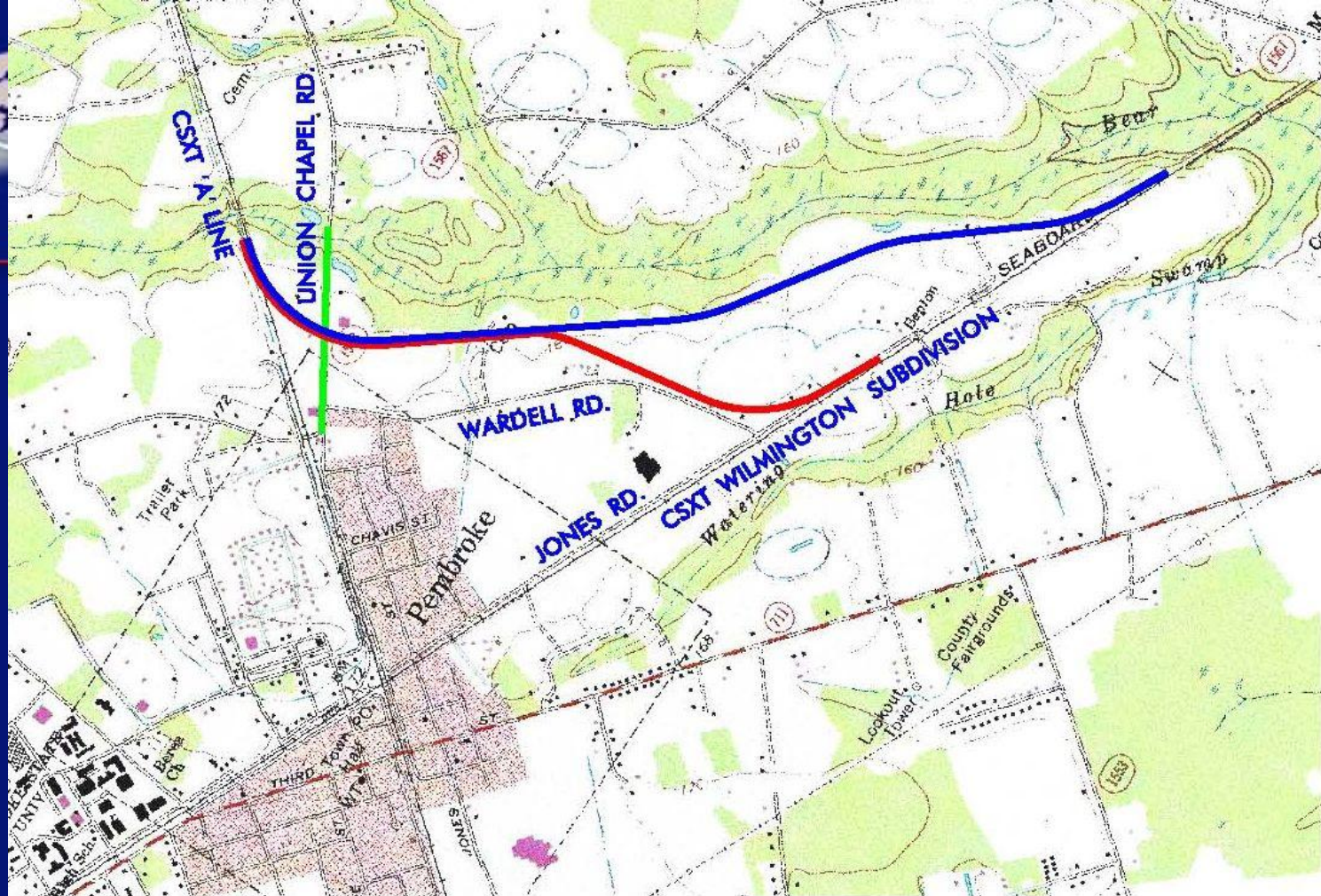
# Elkin Siding/Switching Relocation

- Elkin to purchase right of way and review closure of crossings
- YVRR/NS furnish operating right of way
- NCDOT to fund new yard construction and materials
- Project cost \$900,000

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#### LEGEND

- Alternate A
- Alternate B
- Union Chapel Road Improvements
- ++++ Existing CSXT Track

**HNTB** HNTB NORTH CAROLINA, P.C.  
343 E. SIX FORKS ROAD, SUITE 200  
Raleigh, North Carolina 27609

GRAPHIC SCALE  
1"=100'  
0 100 200

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### PEMBROKE NORTHERN BYPASS

RAIL CONNECTING TRACK

PEMBROKE, NC

Dec. 19, 2006





# Pembroke

- 45 trains per day through Pembroke.
- South/north to east trains must now switch and go through town twice.
- CSX SE and A lines
- Northern Bypass Rail Connecting Track Proposed

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# Pembroke Northern Bypass Rail Connecting Track

- Assist freight and future passenger movements - Raleigh, Fayetteville to Wilmington.
- Improved rail access to proposed NC international port.
- Military interest - direct connection ft. Bragg to MOTSU.

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# Pembroke Northern Bypass Rail Connecting Track

- Facilitate north to south shipments to turn east.
- Preliminary cost estimate - \$20M:
  - PE - \$1.5M
  - R/W - \$1.5M
  - Const - \$17.0
  - Based on 25% Plans
- Grade separation at Union Chapel Road and relocation of Jones Road.

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# Pembroke - Union Chapel Road Grade Separation



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# Pembroke - Jones Road Relocation



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# Pembroke Next Steps

- Complete Environmental Document – Summer 2010
- Final Public Hearing – Fall 2010
- Complete Final Design – Fall 2012
- Begin Right of Way Acquisition – Fall 2011
- Begin Construction - Spring 2013
- Construction Complete – Fall 2014
- *All is subject to availability of funding, CSX agreements, etc.*

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